

	TEMPORARY REVISION RJ/151	Page 1 of 2
		May 13/05

LETTER OF TRANSMITTAL

REASON FOR ISSUE

Temporary revision to advise the flight crew of the following:

- Simplified power plant emergency procedures <part of RS-235>, and
- Clarify guidance information within the Double Engine Failure procedure <RS-339>.

INSTRUCTIONS FOR INSERTION OF THIS TEMPORARY REVISION

- (1) Insert the Record of Temporary Revisions in the front portion of the Airplane Flight Manual.
- (2) Insert the pages of this Temporary Revision in the Airplane Flight Manual as instructed at the top of each page.
- (3) Record the insertion of this Temporary Revision on the Record of Temporary Revisions page.
- (4) Retain this page for record purposes.

LIST OF PAGES AFFECTED BY THIS TEMPORARY REVISION

- 03-03-1 thru 03-03-10 <MST>.

DOT Approved	Airplane Flight Manual CSP A-012	
--------------	---	--

	TEMPORARY REVISION RJ/151	Page 2 of 2
		May 13/05

INSERT IN EMERGENCY PROCEDURES – POWER PLANT
FACING PAGE 03–03–1

ACTION

Replace the data contained in pages 03–03–1 thru 03–03–15 <MST> with the following temporary version (yellow-coloured paper) of TR RJ/151 pages 03–03–1 through 03–03–10 <MST>.

DOT Approved	Airplane Flight Manual CSP A-012	
--------------	---	--

	EMERGENCY PROCEDURES Power Plant	03-03-1
		TR RJ/151, May 13/05

1. POWER PLANT

A. L or R ENG FIRE or Severe Engine Damage (In Flight)

At a safe altitude, affected engine:

- (1) Thrust lever Confirm and IDLE
- (2) Thrust lever Confirm and SHUT OFF
- (3) ENG FIRE PUSH switch Confirm and select
- (4) FUEL BOOST PUMP switch Confirm and off

After 10 seconds and fire warning persists:

- (5) Affected engine BOTTLE switch Select, to discharge

After another 30 seconds and fire warning still persists:

- (6) Other engine BOTTLE switch Select, to discharge

- (7) Single Engine Procedures,
In-Flight Engine Shutdown Accomplish
(Refer to ABNORMAL PROCEDURES –
SINGLE ENGINE PROCEDURES –
In-Flight Engine Shutdown.)

B. L or R ENG FIRE or Severe Engine Damage (On Ground)

NOTE

Attempt to face the airplane into the wind.

- (1) PARKING BRAKE ON

Affected engine:

- (2) Thrust lever SHUT OFF
- (3) ENG FIRE PUSH switch Select
- (4) L and R FUEL BOOST PUMP switches Off

After 10 seconds and fire warning persists:

- (5) Both engine BOTTLE switches Select, to discharge

- (6) Passenger Evacuation procedure As required
(Refer to EMERGENCY PROCEDURES –
EVACUATION – Passenger Evacuation.)

DOT Approved	Airplane Flight Manual CSP A-012	
--------------	---	--

	EMERGENCY PROCEDURES Power Plant	03-03-3
		TR RJ/151, May 13/05

C. Double Engine Failure (Cont'd)

To Relight Using Windmilling Procedure:

NOTE

An altitude loss of approximately 5,000 feet can be expected when accelerating from 240 to 300 KIAS and may require pitch attitudes of 10 degrees nose down.

Attempt to start both engines at the same time.

- (1) Airspeed Accelerate to 300 KIAS or greater



300 KIAS or greater is required to achieve sufficient N₂ for start. Airspeed must be maintained until at least one engine relights (stable idle) or start attempts abandoned.

NOTE

Airplanes 7002 thru 7304 – With the ADG deployed, during a windmilling start, an airspeed of 330 knots is permitted for 12 minutes or an airspeed of 335 knots is permitted for 4 minutes.

Airplanes 7305 and subsequent – There are no airspeed limitations with the ADG deployed during flight.

At 21,000 feet and below:

- (2) IGNITION, CONT switch Confirm ON
(3) L and R FUEL BOOST PUMP switches Confirm ON

When ITT is 90°C or less and N₂ is at least 12% (above 15,000 feet) or 9% (15,000 feet and below):

- (4) Thrust levers (both) IDLE
(5) Engine indications Monitor

If at least one engine relights (stable idle):

- (1) Thrust lever(s) As required

Airplanes 7002 to 7304:

- (2) Airspeed Not more than 250 KIAS

Airplanes 7305 and subsequent:

- (2) No airspeed limitation with the ADG deployed.

DOT Approved	Airplane Flight Manual CSP A-012	
--------------	---	--

	EMERGENCY PROCEDURES Power Plant	03-03-4
		TR RJ/151, May 13/05

C. Double Engine Failure (Cont'd)

To Relight Using Windmilling Procedure (Cont'd):

If at least one engine relights (stable idle) (Cont'd):

(3) Affected GEN Check ON

Effectivity: Airplanes 7003 thru 7207 **not incorporating** Canadair Service Bulletin SB 601R-34-094, Installation of a New ADC (-140) and ARP (-104).

(4) Flight instruments Check/Reset
barometric altimeter setting, altitude preselector,
V-speeds and speed bug settings
after generator switching.

Operative engine:

(5) L and/or R 10TH STAGE Bleed(s) Check OPEN

(6) Applicable PACK(s) Check ON

Re-establish normal power:

(7) ADG manual deploy handle Stow

(8) ADG, PWR TXFR OVERRIDE button Select

(9) Single Engine Procedures Accomplish, if required
(Refer to ABNORMAL PROCEDURES –
SINGLE ENGINE PROCEDURES.)

If no indication of light off within 25 seconds:

(1) Thrust levers SHUT OFF

If another windmilling relight attempt is possible:

(2) Airspeed Accelerate to 300 KIAS or greater

(3) Wait 30 seconds, then repeat windmilling relight procedure.

If another windmilling relight attempt is not possible:

(2) To Relight Using APU Bleed Air Procedure
(13,000 feet and below) Accomplish
(Refer to "To Relight Using APU Bleed Air Procedure", within this paragraph.)

DOT Approved	Airplane Flight Manual CSP A-012	
--------------	---	--

	EMERGENCY PROCEDURES Power Plant	03-03-5
		TR RJ/151, May 13/05

C. Double Engine Failure (Cont'd)

To Relight Using APU Bleed Air Procedure (13,000 feet and below):

- (1) Target airspeed Re-establish

AIRPLANE WEIGHT	TARGET AIRSPEED
23,133 kg (51,000 lb)	190 KIAS
16,364 kg (36,000 lb)	170 KIAS

- (2) IGNITION, CONT switch Confirm ON
- (3) L and R FUEL BOOST PUMP switches Confirm ON
- (4) ANTI-ICE, WING and COWL switches All OFF
- (5) L and R 10TH STAGE BLEED switches Select CLOSED
- (6) APU LCV switch Select OPEN

Attempt to start one engine at a time:

- (7) L or R START switch Select

When ITT is 90°C or less and N₂ is at least 28%:

- (8) Thrust lever IDLE
- (9) Engine indications Monitor

If engine relights (stable idle):

- (1) Thrust lever As required

Airplanes 7002 to 7304:

- (2) Airspeed Not more than 250 KIAS

Airplanes 7305 and subsequent:

- (2) No airspeed limitation with the ADG deployed.

- (3) Operative GEN Check ON

Effectivity: Airplanes 7003 thru 7207 **not incorporating** Canadair Service Bulletin SB 601R-34-094, Installation of a New ADC (-140) and ARP (-104).

- (4) Flight instruments Check/Reset
barometric altimeter setting, altitude preselector,
V-speeds and speed bug settings
after generator switching.

DOT Approved	Airplane Flight Manual CSP A-012	
--------------	---	--

	EMERGENCY PROCEDURES Power Plant	03-03-6
		TR RJ/151, May 13/05

C. Double Engine Failure (Cont'd)

To Relight Using APU Bleed Air Procedure (13,000 feet and below) (Cont'd):

If engine relights within 25 seconds (Cont'd):

Operative engine:

(5) Applicable 10TH STAGE Bleed Check OPEN

(6) Applicable PACK Check ON

Re-establish normal power:

(7) ADG manual deploy handle Stow

(8) ADG, PWR TXFR OVERRIDE button Select

(9) Single Engine Procedures Accomplish
(Refer to ABNORMAL PROCEDURES –
SINGLE ENGINE PROCEDURES.)

If no indication of light off within 25 seconds:

(1) Affected thrust lever SHUT OFF

(2) Affected ENG STOP switch Select

(3) Attempt relight on other engine.

If neither engine is restarted:

(1) Consider a forced landing or ditching. Notify cabin crew.

(2) Thrust levers Both SHUT OFF

(3) Target airspeed Re-establish

AIRPLANE WEIGHT	TARGET AIRSPEED
23,133 kg (51,000 lb)	190 KIAS
16,364 kg (36,000 lb)	170 KIAS

(4) Prepare for a forced landing or ditching (Refer to EMERGENCY PROCEDURES – DITCHING AND FORCED LANDING).

DOT Approved	Airplane Flight Manual CSP A-012	
--------------	---	--

	EMERGENCY PROCEDURES Power Plant	03-03-7
		TR RJ/151, May 13/05

D. L or R REV UNLOCKED

(1) Affected thrust lever Confirm and IDLE
--

(2) Affected THRUST REVERSER,
EMER STOW switch Select

If affected thrust reverser stows:

(Stow indicated by improved airplane handling and normal operation of affected thrust lever.)

(3) Affected THRUST REVERSER switch OFF

(4) Thrust levers As required

(5) Land at the nearest suitable airport.



Use remaining thrust reverser carefully upon landing.

If affected thrust reverser does not stow:

(3) Airspeed Not more than 200 KIAS

(4) Affected THRUST REVERSER switch OFF

(5) APU (if available, below 30,000 feet) Start

(6) APU GEN switch ON

(7) Single Engine Procedures,
In-Flight Engine Shutdown Accomplish

(Refer to ABNORMAL PROCEDURES –
SINGLE ENGINE PROCEDURES –
In-Flight Engine Shutdown.)

DOT Approved	Airplane Flight Manual CSP A-012	
--------------	---	--

	EMERGENCY PROCEDURES Power Plant	03-03-8
		TR RJ/151, May 13/05

E. L or R ENG OIL PRESS or Low Engine Oil Pressure Indication

- (1) Affected engine oil pressure Check
- (2) Affected thrust lever Confirm and retard to IDLE

**If L or R ENG OIL PRESS warning message is on and oil pressure is below 25 psi;
OR**

If affected engine oil temperature is increasing or decreasing abnormally:

- (3) Single Engine Procedures,
In-Flight Engine Shutdown Accomplish
(Refer to ABNORMAL PROCEDURES –
SINGLE ENGINE PROCEDURES –
In-Flight Engine Shutdown.)

**If the left or right oil pressure readout is below 25 psi and ENG OIL PRESS
warning message is not displayed and oil temperature is normal;
OR**

**If L or R ENG OIL PRESS warning message is on and oil pressure and oil
temperature are normal:**

- (3) Affected thrust lever Adjust as required
- (4) Engine indications Monitor

F. L or R JETPIPE OVHT

- | |
|--|
| (1) Affected thrust lever Confirm and retard
slowly until warning message goes out. |
|--|

If L or R JETPIPE OVHT warning message persists:

- (2) Single Engine Procedures,
In-Flight Engine Shutdown Accomplish
(Refer to ABNORMAL PROCEDURES –
SINGLE ENGINE PROCEDURES –
In-Flight Engine Shutdown.)

If L or R JETPIPE OVHT warning message goes out:

- (2) Engine indications Monitor

DOT Approved	Airplane Flight Manual CSP A-012	
--------------	---	--

	EMERGENCY PROCEDURES Power Plant	03-03-9
		TR RJ/151, May 13/05

G. Post-Shutdown Engine Tail Pipe Fire

(1) Affected engine Dry motor until ITT is reduced below 150°C or starter limit.
--

If tail pipe fire indications persist:

- (2) Affected ENG FIRE PUSH switch Confirm and select
- (3) Passenger Evacuation procedure Accomplish
(Refer to EMERGENCY PROCEDURES –
EVACUATION – Passenger Evacuation.)

If tail pipe fire indications go out:

- (2) Normal operations Resume

DOT Approved	Airplane Flight Manual CSP A-012	
--------------	---	--

	EMERGENCY PROCEDURES Power Plant	03-03-10
		RS-339 / TR RJ 151

H. Uncommanded Acceleration

H. ENGINE OVERSPD <0039>

Effectivity: Airplanes 7223 and subsequent, and airplanes incorporating Canadair Service Bulletin SB 601R-31-016, EICAS Update (Update 3.2).

H. ENGINE OVERSPD <0005>

On the ground:

(1) Affected thrust lever IDLE then SHUT OFF

During flight:

(1) Affected thrust lever Confirm and IDLE
Check engine response.

Engine does not respond:

(2) Single Engine Procedures,
In-Flight Engine Shutdown Accomplish
(Refer to ABNORMAL PROCEDURES –
SINGLE ENGINE PROCEDURES –
In-Flight Engine Shutdown.)

Engine responds:

(2) Affected engine thrust Below 79% N₁
(3) Affected ENG SPEED switch OFF
(4) Affected thrust lever Advance
(5) Affected engine Monitor



Do not change power settings abruptly as engine response is degraded.

NOTE

1. To minimize asymmetric thrust, both ENG SPEED switches should be selected to OFF prior to landing.
2. The APR system is inoperative when the engine speed switches are selected off.

DOT Approved	Airplane Flight Manual CSP A-012	MST
--------------	---	-----

	Record of Temporary Revisions	01-04-1
		TR RJ/151

RECORD OF TEMPORARY REVISIONS

TR No.	Subject	DOT Approval	Date
RJ/151	<p>Temporary revision to advise the flight crew of the following:</p> <ul style="list-style-type: none"> Simplified power plant emergency procedures <part of RS-235>, and Clarify guidance information within the Double Engine Failure procedure <RS-339>. 		

DOT Approved	Airplane Flight Manual CSP A-012	
--------------	-------------------------------------	--